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187

ALBUM
OF
SAINT LOUIS

ILLUSTRATED.

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INTRODUCTION.

THE life of a city is like the life of a man. It begins in utter feebleness, is nursed through the stage of infantile helplessness on mother's milk, pap or porridge, and if it comes safely through the diseases incident to early childhood, gradually advances to the brighter hope and fuller vitality of youth, waxes stronger in the energy and proud achievements of manhood, and gradually falls into the sere and yellow leaf of old age, and finally perishes from the face of the earth. The life of one is reckoned by years, the other by centuries; but each must have its beginning, culmination and close. Thousands perish in infancy. The map of the United States is cumbered and confused with the names of a multitude of these embryo cities that remind one of the epitaph on the infant's headstone:

"Here lies poor little Jimmy Creath,
Who died at one for want of breath;
And since he was so quickly done for,
We wonder what he was begun for."

The western prairies are full of those grand railroad centers that were to be, whose proud historic names now indicate nothing higher than a blacksmith's shop and a corner grocery. But here and there the indications of nature and the providence of passing events have pointed out the sites of great and opulent cities—centers of industry and of the world's commerce.

Saint Louis is one of these, and it will be the mission of the ALBUM to sketch, by aid of pen and pencil, the origin, progress, present condition and future prospects of this great Western Metropolis. The true history of a city is found in the lives of its founders and builders, and in their architectural, artistic, commercial and industrial achievements. It will be the purpose of the publishers of this work to produce such an illustrated description of Saint Louis, embracing sketches and portraits of distinguished citizens, in the past and present, with such illustrations of noted buildings, parks, and other scenery, as shall make it a gem of art, appealing to the pride and good taste of every one—something that shall be as distinguished for its literary excellence as its artistic beauty—something that every Saint Louisian will love to preserve in his library or on his center table.

The publishers are aware that feeble efforts have been made to illustrate Saint Louis in coarse wood cuts, but think the time has come for something better and of a higher order, both in illustration and description. For the latter work they have secured the aid of an old citizen, whose ability as a writer is well known throughout the West, and they propose to spare neither money nor labor to make the work all that is promised in the prospectus.

The first number is issued under the difficulties attending every new enterprise, and is but an earnest of better things to come. Feeling assured that their enterprise will meet at the hands of the citizens a liberal patronage, they will with redoubled efforts continue to improve both matter and illustration of the *ALBUM OF SAINT LOUIS*.



SAINT LOUIS:

PRESENT—PAST—PROSPECTIVE.

WHEN De Soto first came upon the banks of the great river that gave him immortality and a grave, we can imagine the intense joy, wonder and curiosity that filled the mind of the brave explorer. His attention was first directed to the immense flood of water that rolled by in silent majesty, bearing upon its turbid waves spoils from many a forest, and, mingled in its current, the soil and water of half a continent. After ascertaining the breadth, depth and volume of this mighty flood, the next inquiry would naturally be, whence does it come and whither does it go? If gifted with the power of penetrating space, his mind would first travel up, up, and still up for thousands of miles, through forest, prairie and mountain gorge, until he saw its fountains nourished by the semi-arctic snows of the Itasca, or the everlasting storms that breed and brood amongst the cliffs and canyons of the Rocky Mountains; and then turning his eye downward, he would see where the accumulated flood was poured into the bosom of the great Gulf.

In treating of Saint Louis, the great commercial center of the Mississippi Valley, we propose to pursue a somewhat similar course: first sketching the city as it is, with its half million of souls: its architectural characteristics, its extent, population and wealth, its varied interests and industries, its railroads, steamboats and barges, its commerce by land and water, its manufacturing interests of every kind, its banking and insurance capital, its array of professional men and what they do, its school-houses, colleges, churches and benevolent institutions, and what these intellectual and moral agencies achieve—in short, every object and interest that makes Saint Louis what it is.

Having surveyed the city in its present condition, we will trace its history down from its humble origin to the present time, and glance at the proud destiny which nature and providence seem plainly to foreshadow. It is intended to devote each number of the ALBUM, or two successive numbers if necessary, to the consideration of a single interest, and then pass to others. For this reason the present introductory chapter is general in its character, and indicative of the course to be pursued in the future conduct of the work.

The great cities of the Old World have a history running back through long cycles of centuries for one, two, or three thousand years. Rome, the "Eternal City," Venice the Beautiful, London, Paris, and other great centers of wealth, power, learning, art, toil and traffic, go back for ages to find the rude hamlet that grew into a village, town, city, and finally became a world's metropolis. The city was first a walled fortress, to protect its inhabitants from hostile incursions, and hence was confined to the smallest possible space.

Modern civilization, with an entire change in the modes of warfare, has rendered walls useless, and substituted expansion for contraction in laying out the streets and avenues of a town, thus contributing largely to the health and comfort of its citizens.

The cities of Europe have had a slow growth through a period of many centuries, sometimes checked by changes in the currents of commerce, and sometimes almost destroyed by the ravages of fire, plague, pestilence and famine, or the pillage and plunder of conquering armies. Some of them have long since reached the culminating point of their greatness, and are now dying a death as melancholy as their rise and power were glorious. Modern Rome has the ruins of a mighty city buried beneath its present streets and temples—a city that was once instinct with the life of millions. Venice, Naples, and other great cities of Italy, are also doomed to the slow death that follows the loss of power and the impoverishment of the country that gave them birth and support.

American cities were first founded on the European plan, with narrow streets, and sometimes surrounded, not by walls, but by a stockade, as a defense against incursions by the savages. One hundred and eleven years ago, during the month of February, 1764, Pierre Laeclde Liguist, with a few companions, founded the city of Saint Louis by building a few log cabins and surrounding them with a rude palisade, somewhere in the neighborhood of Walnut and Main streets. The present business part of the city was then a dense forest, while the upper plateau, extending from Fifth street west, was an open prairie. These early adventurers sought the fur and peltry trade from the Upper Missouri, and their choice of location proved their wisdom. No other site could have answered so well for that purpose, or for the grand design of founding a great and opulent city. Just below the confluence of the Mississippi and Missouri, the two great rivers of the continent, it naturally commanded the trade from the vast country bordering on these rivers and their upper affluents. These great natural advantages became at one time a serious obstacle to the progress and prosperity of Saint Louis. When the cluster of log huts grew to be a town, and then a city, its natural facilities were so great that the good people feared no rivalry and thought it folly to improve upon the good gifts vouchsafed by the God of nature. What need of railroads for a city on the banks of a river that furnished, with its tributaries, more than twenty thousand miles of navigable water? And so the good people of the growing town fell into a Rip Van Winkle slumber and dreamed blissful dreams of steamboats, keelboats, beaver packs, buffalo robes and Indian dog feasts, until they waked up one morning and found their city half fenced in with iron rails. The surprise had a most salutary influence upon the dreamers, and the result has been the construction of the grandest system of railroads in the world, embracing sixteen trunk roads, radiating toward every point of the compass, making the city the half-way house between England and China, and the trade center for a score of great States and Territories. These remarks belong to the present rather than the past, and are inserted here to show how a great city may spoil its fortunes and fail in its destiny by trusting too much to natural advantages.

But before returning to the log cabin and palisades, to speak of the city's origin, it may not be improper, in this connection, to allude to another circumstance which has contributed perhaps as much as all others combined, to make Saint Louis the metropolis of the Mississippi Valley. This circumstance is the late encouragement of mechanical industries. Cities may have become rich, but never great, by commerce alone. The reason is simple enough. A million of dollars invested in trade requires but a principal and a half dozen clerks to manage all the details of the business. The same million invested in manufactures will give employment to a thousand operatives, and support five thousand people.

It took Saint Louis long years to learn this simple lesson in political economy; but once learned, its fruits are seen in making it the third manufacturing city in America, with an annual product of more than two hundred millions of dollars in value. This embraces everything, from the work of the humble artisan to the production of the skillful artist, and from the workshop with its single tenant to the huge factory with its thousand operatives. It is not extravagant to estimate that 300,000 people in Saint Louis are directly or indirectly supported by its mechanical industries. While therefore we give credit and glory to the merchant princes of the city, to such men as Campbell, Shaw, Crow, Greeley, Meier, Chouteau, Dodd, Davis, January, Appleton, Von Phul, Jaccard, Moody, Cole, Edgell, Barr, Shapleigh, McCreery, Sickles, Block, Schulenburg, Blow, Grimsley, Chadbourne, Shryock, Roe, Ames, Morrison, Scruggs, Samuel, and many others who have made the city illustrious for energy, liberality and fair dealing; let us not forget to award an equal share of honor to such men as Bogy, the Filleys, Bridge, Harrison, Vallé, Garrison, Gaty, Allen, McCune, Cummings, Fagin, Plant, Bain, Catlin, Stanard, Ferguson, Cupples, the Belchers, Helmibacher, Laflin, Richeson, Mitchell, Schaeffer, and a multitude of others, who have made the city no less celebrated for the excellence, variety and extent of its art products.



SAINT LOUIS AS IT IS.



THE purpose of this preliminary chapter is to furnish a general view in general terms, of the present status of the city of Saint Louis; glancing at its position, population and peculiar characteristics as a metropolis; summarizing the facts with regard to its social, benevolent, moral and intellectual agencies, and its commercial and industrial interests: thus preparing the way for a more detailed consideration of these different topics in future numbers of the ALBUM.

No inland city in the world has a more eligible position than Saint Louis, or one that gives promise of greater wealth, power and prestige in the near future. Nature has lavished upon it such a combination of favors and advantages as can nowhere else be found. Situated upon an elevated plateau, on the west side of the Mississippi, where it is free from miasmatic winds, all the local and climatic influences are favorable to health: and, as a consequence, few large cities can show a lower annual percentage of mortality. Stretching out from the immediate bounds of the city to the north, west and south, and beyond the American Bottom on the east, are millions of acres of fine land, just undulating enough for drainage, diversified with forest, field and farm, and presenting thousands of choice building sites, all within a half hour's travel of the great business center. This fact encourages expansion and scatters the inhabitants over two or three hundred square miles of territory, thus adding another powerful element of health and general prosperity.

The limits of the city proper extend about fourteen miles from north to south along the river, and reach back from one to five miles towards the west, embracing nearly fifty square miles of surface. Within these limits there are now upwards of forty-four thousand dwellings, and nearly, if not quite, 500,000 inhabitants. If the suburban towns and villages, most of whose people have their daily business in the city proper, should be counted in, the population would exceed half a million.

The city is traversed in different directions by six hundred streets and avenues, with an aggregate length of more than two hundred miles. In the eastern and southern sections of the city, these streets are generally narrow, while out in the residence portions they are expanded into a comfortable width, and in some cases approximate to the character of boulevards. The architecture of the business parts of the city is more distinguished for solidity than ornament, although there are some splendid edifices used for mercantile purposes. In the central and western portions of Saint Louis, on those streets and avenues devoted to private residences, there are hundreds of mansions that will compare well with similar structures in any city of America. In fact, most of the buildings erected for residence or business purposes within the last few years, are not only substantial, large and convenient, but exhibit the highest skill of the architect in their plans and construction. Some of these, as well as the public buildings of the city, will receive more special notice in connection with illustrations.

In the matter of parks Saint Louis has at last exhibited a commendable spirit of liberality, and made such provision of breathing-places for the multitudes of her present and coming people, as will add greatly to the health and happiness of future generations. There are ten parks or open squares in and about the city, containing in the aggregate more than two thousand acres of ground. Forest Park, the last inaugurated enterprise of this kind, lies west of Grand Avenue, and contains 1,375 acres of land admirably adapted for such a purpose, and with proper improvements will become the pride and glory of the citizens of the Western Metropolis.

The avenues of commerce leading from the city are equal in number, extent and capacity to those of any great trade center in America. Saint Louis stands like the apocalyptic angel, "with one foot on the land and the other on the sea," beckoning to hers. If the white-winged messengers of commerce on every sea and ocean, and stretching out her iron arms to embrace the inland trade of half a continent. Standing beside the Father of Waters, which, with its score of navigable tributaries, is properly called an "inland sea," her steam marine is equal to that of any inland city of the world, and this natural channel of trade and travel has been supplemented by railroads that radiate to every point of the compass. Six trunk roads stretch out to the north, west and south-west, ramifying a dozen States and Territories between the Mississippi and the Pacific; while to the east, north-east and south-east, ten other lines connect the city with the whole railroad system of the Northern, Middle and Southern States. To bring these channels of commerce into the heart of the city she has spanned the mighty flood with pillars of granite and ribs of steel, constructing a bridge that will remain for generations a proud monument to the genius of its great architect, and a source of incalculable benefits to the trade and travel of the West.

A better notion of the inter-state commerce of Saint Louis may be gained by the following figures: During the calendar year of 1874, there were 6,672 arrivals and departures of steamboats and barges, transporting nearly ten million tons of freight. These vessels navigate the upper and lower Mississippi, the Missouri, Ohio, Tennessee, Cumberland, Kentucky, Red, White, Arkansas, Illinois, Osage, Yellowstone and some other rivers, and bring a portion of the trade of twenty western states and territories to the metropolis of the Mississippi Valley. During the busiest portions of the year the sixteen trunk railroads centering in Saint Louis run 290 passenger and freight trains in or out of the city every day, transporting an average of 14,000 passengers and about 30,000 tons of freight. These trains, with their connecting lines, reach every point from the northern lakes to the southern Gulf, and from the granite hills of Maine to the gold fields of the Pacific, linking the city to all the states, territories, provinces and business centers of America, by more than 50,000 miles of iron road.

The mercantile interests of Saint Louis employ many millions of capital, and give employment and support to a large portion of her citizens. The wholesale and retail drygoods trade alone employs a capital of \$15,000,000, with annual sales exceeding \$40,000,000. The annual sales of boots, shoes and clothing amount to upwards of \$20,000,000. The wholesale trade in drugs, hats and caps, china and glass, and jewelry, aggregates \$13,000,000 annually: while in groceries, hardware, stoves, castings, carriages, furniture, provisions, and other branches of trade, the amount exceeds the sum total of the above items. We shall strive to give exact data on all these subjects as they come up for special notice from month to month. The present purpose is simply to indicate the various interests and industries that occupy the hands and brains of half a million of people. As additional items illustrative of this branch of the subject, it may be stated that the foreign value of goods received through the Saint Louis Custom-House in 1874, amounted to \$5,573,356, and the duties to \$1,674,110.

The balances at the Saint Louis Clearing-House for 1874 aggregated \$128,785,578. The receipts of cattle, sheep and hogs for the same year amounted to 1,652,492 head; and of cotton to 125,000 bales.

The manufacturing interests of Saint Louis have grown from nothing up to immense proportions, and embrace a very wide range of industries. In this department iron occupies more labor and capital than any other product, and the annual yield of our furnaces, foundries, factories, and workshops, amounts to many thousand tons and many millions of dollars. Then come a great number of mechanical industries employing many thousand operatives in working upon other metals, wood, textiles, and other material. We have already alluded to the fact that Saint Louis is the third manufacturing city in America, and exhibits an annual product exceeding \$200,000,000. It will be the purpose of the editor to fully set forth this department as one involving the most vital interests of the city.

Passing from material interests to moral agencies, it may be remarked in general terms that Saint Louis compares favorably with her sister cities of America, in the extent and efficiency of all those elevating, enlightening and humanizing influences that make a people great and powerful as well as rich. Mind is money as well as time, and every degree of added intelligence, combined with virtue, in a community, increases its wealth as certainly as would the development of mines of gold and silver. A half million Comanches or Hottentots would make the half billion of wealth in Saint Louis as worthless as the idle wind, and every advance in intellectual and moral culture adds to the value of its real estate just as certainly as the opening of new channels of commerce.

Fortunately for the intellectual wealth of the city an early provision by government secured a magnificent school fund, which, under careful management, has grown to the princely sum of \$2,000,000. The interest on this fund, together with the state and county school moneys, and the amount derived from a small tax, supplies nearly \$1,000,000 a year to sustain and promote the educational interests of the city. Under the management of an intelligent and enterprising Board of Directors, buildings and other facilities are constantly added, and at this time the public school property of Saint Louis amounts to nearly two millions of dollars in value. The system embraces sixty schools, conveniently distributed, and showing an enrollment of 42,058 pupils for the year 1874. The executive management of this grand educational machinery is now in the hands of Superintendent W. T. Harris, a gentleman whose distinguished ability and untiring energy give continued growth, improvement and prosperity to the whole system. The parochial and private schools and colleges of the city embrace an attendance of about 22,000, aggregating a total of 64,000 pupils and students enrolled in the different institutions of Saint Louis, and making its school system equal in efficiency and completeness to that of any city in the world.

The Public School Library, established only a few years since, has become an institution of great value, and numbers upon its catalogue more than 35,000 volumes.

The Mercantile Library, organized nearly thirty years ago, has become a powerful agency for good, and increases its influence from year to year. Its present catalogue shows an aggregate of more than forty thousand volumes, and amongst these are many works of very great value.

Besides these, there are a number of college, society and circulating libraries of great extent and value in the aggregate, and all together showing that we are a reading as well as a working and trading people.

The city contains 152 houses of worship, divided among twenty different denominations. Thirty-six of these are Roman Catholic, 18 Presbyterian, 16 Baptist, 12 Episcopal, 12 Methodist, 12 German Evangelical Lutheran, 9 German Evangelical, 9 M. E. Church South, 4 Congregational, and others in smaller numbers.

The public press of the city is another educating agency whose power is as efficient and wide-spread as it is incalculable. It is doubtful if any city in the world, of the same size, has more talent and enterprise devoted to public journalism. The leading dailies, ten in number, (6 English and 4 German,) are ably edited, and most of them display an amount of energy and enterprise in securing the latest news from all parts of the world, that should put to shame some of the cities of the older States and the Old World. The West is so vast in its interests and rapidly-developing resources, that the press is naturally inspired by these circumstances, and its newspapers keep pace with the swelling tide of its ever-increasing material wealth, population and power. Besides the dailies there are sixteen weeklies and nearly forty monthly publications issued, embracing nearly every department of religion, education, literature, science, art, and industry. Saint Louis being the centre of an immense empire of thought, action and industry, is constantly diffusing intelligence by its hundred vehicles, through a thousand channels to millions of people.



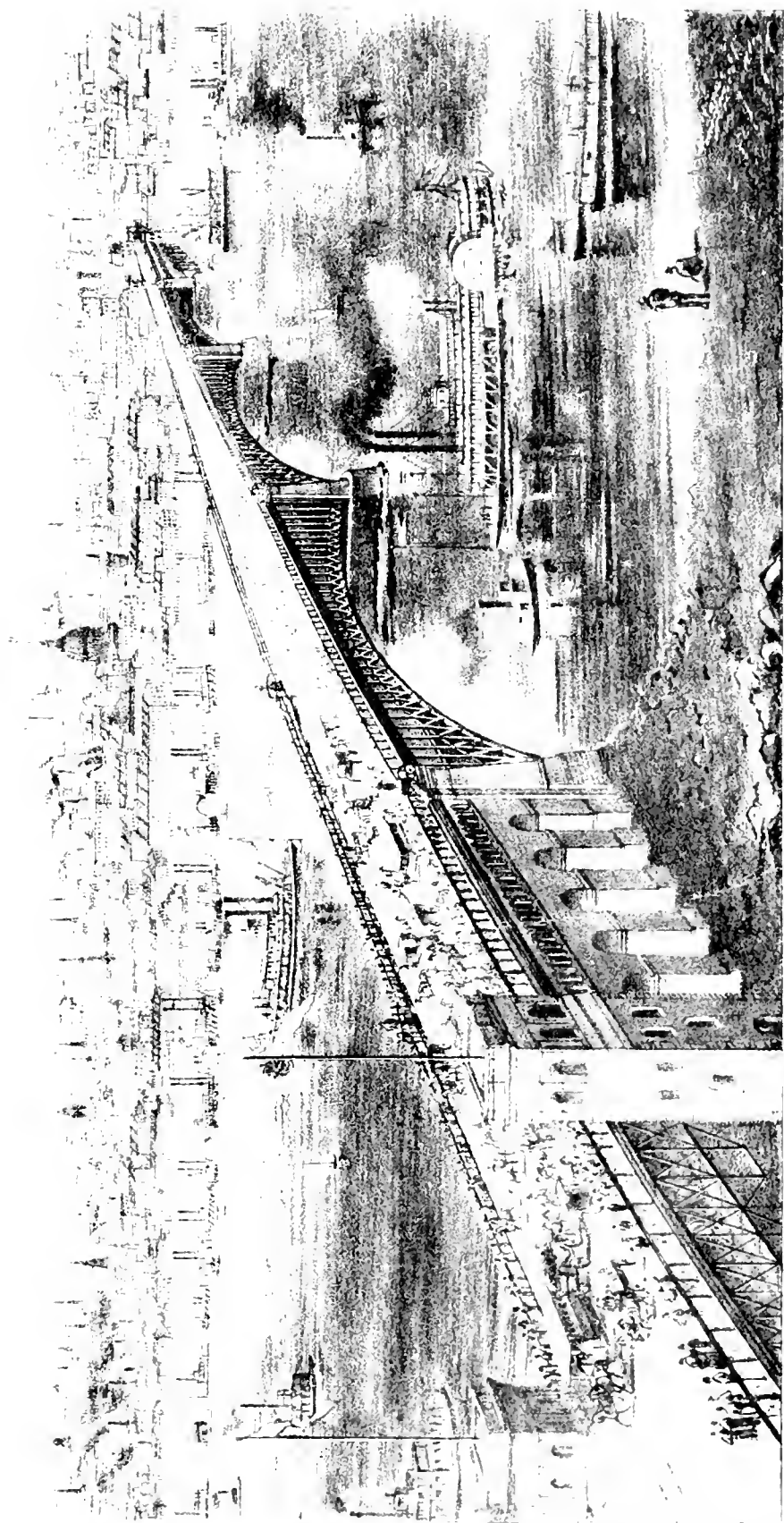
THE SAINT LOUIS BRIDGE.

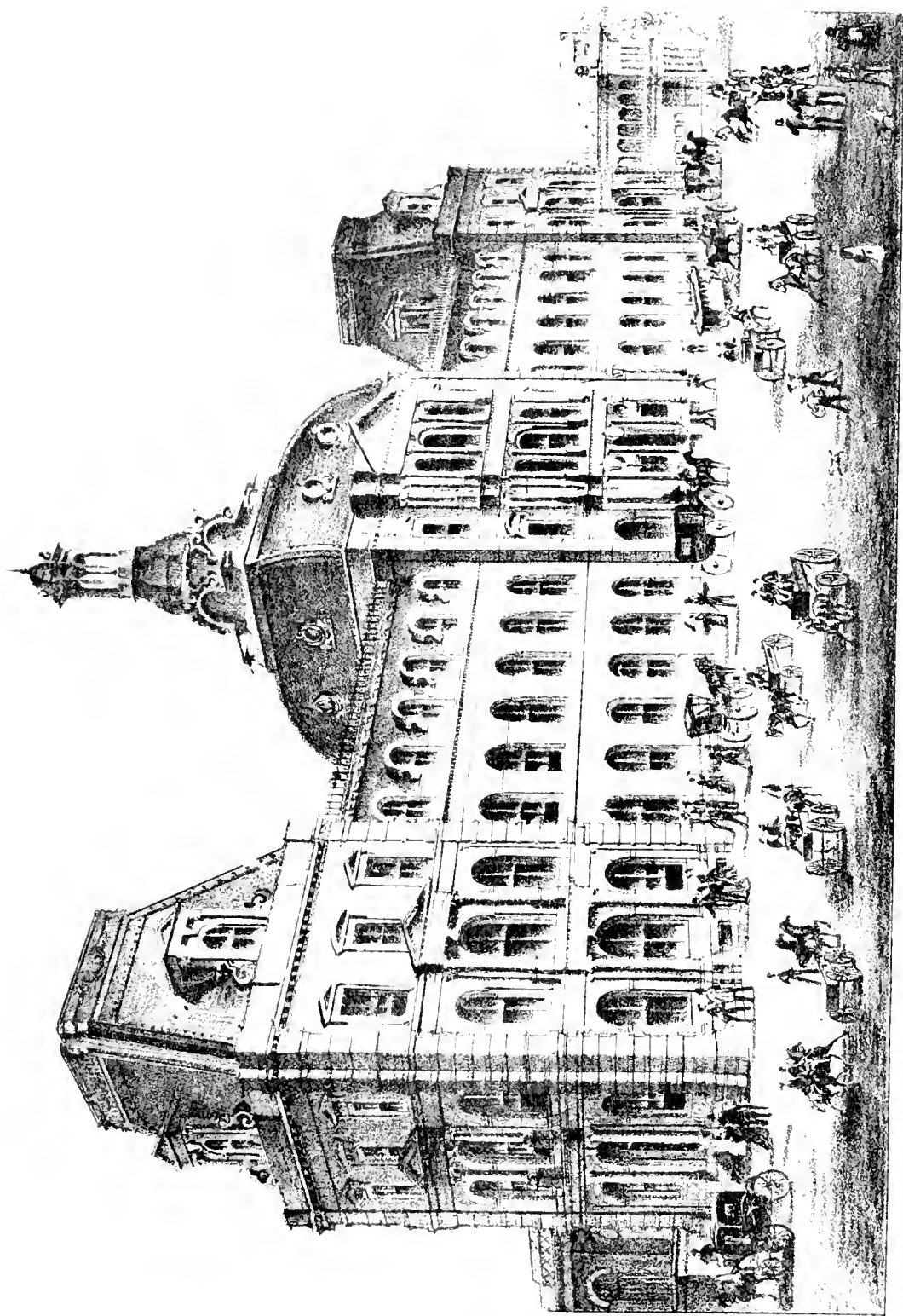
THIRTY years ago the idea of bridging the Mississippi at Saint Louis was regarded as a species of insanity, combined with treason against trade. Twenty years later the man who had spent years in clearing out the obstructions in this grand artery of inter-state commerce, first by removing wrecks and snags, then by breaking its blockade through the agency of iron-clad gun-boats, conceived the project of spanning the mighty flood, and thus opening a great highway to transcontinental trade and travel. The plan had its advocates and its opponents. Many of the river men were opposed to it because they believed it would obstruct navigation, and thousands of narrow-minded people thought it would ruin Saint Louis by allowing freight trains to pass through the city without breaking bulk, and passenger trains without greater pause than might suffice for a breakfast. This opposition gradually subsided in the presence of the universal demand for a transcontinental thoroughfare, and the public said, "Let us have a bridge if one can be built." Then arose the engineering question, and Captain James B. Eads became master of the situation.

Here was an entirely new problem in the science of civil engineering. A great river that drained half a continent, that shifted its channel from year to year, and whose bottom seemed to be fathomless mud, must be bridged, not by pontoons, but by stone and steel, and in a manner to last for centuries. The resources of the engineer were equal to the task he had undertaken, and, setting about it with a courage and purpose that never dreamed of failure, the result stands before us to-day as the proudest achievement of engineering skill in the history of the country, if not of the world. We look upon the structure now in its simple beauty and grandeur, and wonder why it was not erected long before. But the superficial observer will never comprehend the thousand obstacles and difficulties that stood in the way of success to this grand enterprise. It is enough for him to know that the solid rock, more than a hundred feet below the surface of the river, has grown up into magnificent piers of granite nearly two hundred feet high, and springing from these are arches of steel that promise to last through long centuries to come.

Our sketch is taken from a new point of view, and presents the bridge with the eastern portion in the fore-ground, and the city of Saint Louis in the perspective. This view presents a much larger field of interesting objects than any other, and any one familiar with the city will recognize all its prominent localities and most noted buildings.

It may be stated in general terms that the bridge is 1627 feet in length, embracing three arches, and the eastern and western approaches increase this length to about one mile and one sixth. The total cost of the bridge has been about eight millions of dollars, while the cost of real estate on which to build the approaches, and other necessary expenditures, have added three or four millions to that amount.





THE FOUR COURTS

THE FOUR COURTS.

CONSPICUOUS among the stately buildings of Saint Louis stands the Four Courts, occupying the square formed by Clark avenue and Spruce street on the north and south, and Eleventh and Twelfth streets on the east and west. This place was formerly marked by the homestead of Henry Chouteau, extending in the form of a miniature peninsula into Chouteau's Pond, a picturesque lakelet then, well remembered by many of the native Saint Louisans. The simple, happy home of Mr. Chouteau has been replaced by this elegant temple of justice, designed for court rooms and offices connected with the administration of criminal justice for both the City and State. The front of the building is quite imposing, and the Renaissance style of architecture is well adapted to give it a solid and commanding, as well as an ornate and attractive, appearance. The grand stone façade extends three hundred and thirty feet east and west, and rises three stories above the floor line. The end pavillions are seventy feet high and the recessed portions between these and the rotunda have an altitude of sixty feet.

The cost of this large, substantial, and really handsome edifice amounts to \$880,000, including \$125,000 for the ground.

The first floor is occupied as Police headquarters, furnishing accommodations for the POLICE COMMISSIONERS and the CHIEF OF POLICE with his little army of peacemakers, and the POLICE COURT, where justice is dealt out to crowds of culprits in a most expeditious manner.

The second story furnishes rooms for the CRIMINAL COURT and the COURT OF CRIMINAL CORRECTION, as well as various offices connected with the administration of justice.

Why it should be called the *Four Courts*, when only *three* are held there, seems to be, to many, "one of those things which no fellow can find out," as Lord Dundreary sapiently remarks; but its architectural resemblance to the Four Courts at Dublin, caused a learned judge who loved the palatial buildings of his native Emerald Isle, to bestow the name on our republican edifice. Having a pleasant, cheerful, and ornamental appearance, to a stranger it would hardly look like the gateway through which crime passes to punishment. But the same stranger would be undeceived by looking to the rear of the edifice and observing a huge dome-covered amphitheater, surrounded by high walls and filled with iron cages, not to hold wild beasts but wild men; a place to restrain evil-doers of all sorts, from the petty thief to the red-handed murderer. The most interesting apartments, after the jail, are those adjoining the office of the Chief of Police. Here we find the ROGUES' GALLERY, being a large collection of photographs of criminals tried before these courts, and also an assortment of the curious implements used by burglars, counterfeiters, gamblers, etc., their ingenuity proving the skillful aptitude of the inventors for

"The ways that are dark
And the tricks that are vain."

VIEW ON FOURTH STREET.

THE artist who took the sketch for this illustration, standing at the intersection of Olive and Fourth streets, was about as near the center of the living, moving, thinking, toiling, trading multitude of the great city as he could well get.

The two-block perspective in the picture embraces nearly one hundred business houses, and amongst them some of the largest retail establishments in Saint Louis. This portion of Fourth street is rarely without its crowd of pedestrians, including many elegantly dressed and fashionable ladies out on that most delightful of womanly occupations called shopping.

Standing with the artist at this excellent point of view, let us point out to the stranger a few of the most noted establishments as they appear in the illustration.

The thrifty housewife, on the look-out for all manner of time-saving and labor-saving contrivances for the household, is attracted by the large and complete house-furnishing establishment of Barse, Culver & Co., and finds in the immense and varied collection every possible thing that may be needed in the kitchen, dining-room, parlor, or chambers, of her domestic empire.

Going a little farther up the street, the same good lady comes to a perfect wilderness of boots, shoes, and bootees, in the well-known house of Westermann & Voegeli. Their large stock embraces every variety and style, and no one with money to buy need turn aside unsuited.

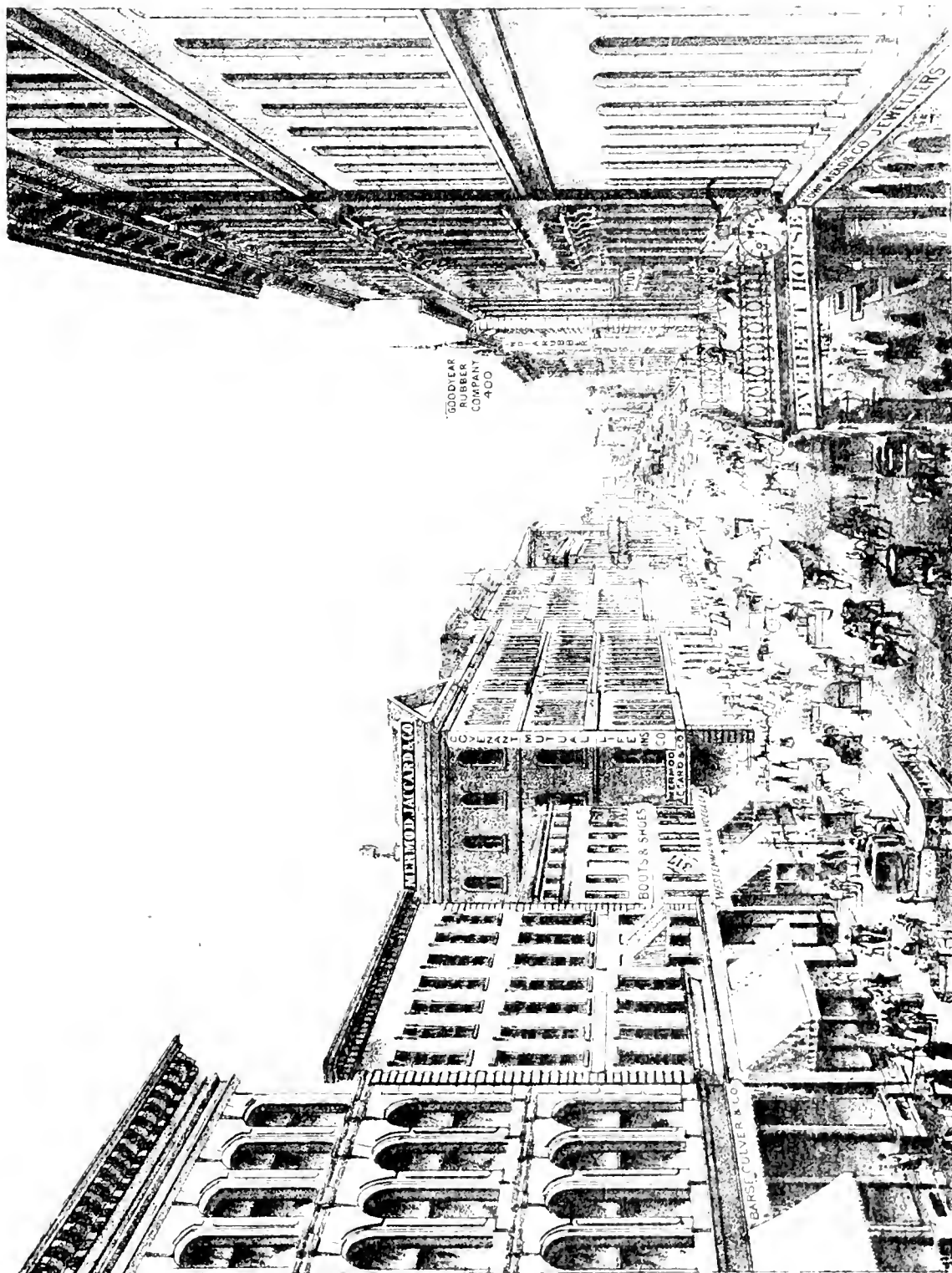
If she is inclined to indulge in beautiful jewelry or silver ware, a few steps across Locust street brings her to the house of Mermod, Jaccard & Co., one of the oldest, largest and richest in America. The interior of this immense establishment is like a palace of Aladdin, gleaming with rich work in gold and silver, and sparkling with the beauty of a thousand costly gems.

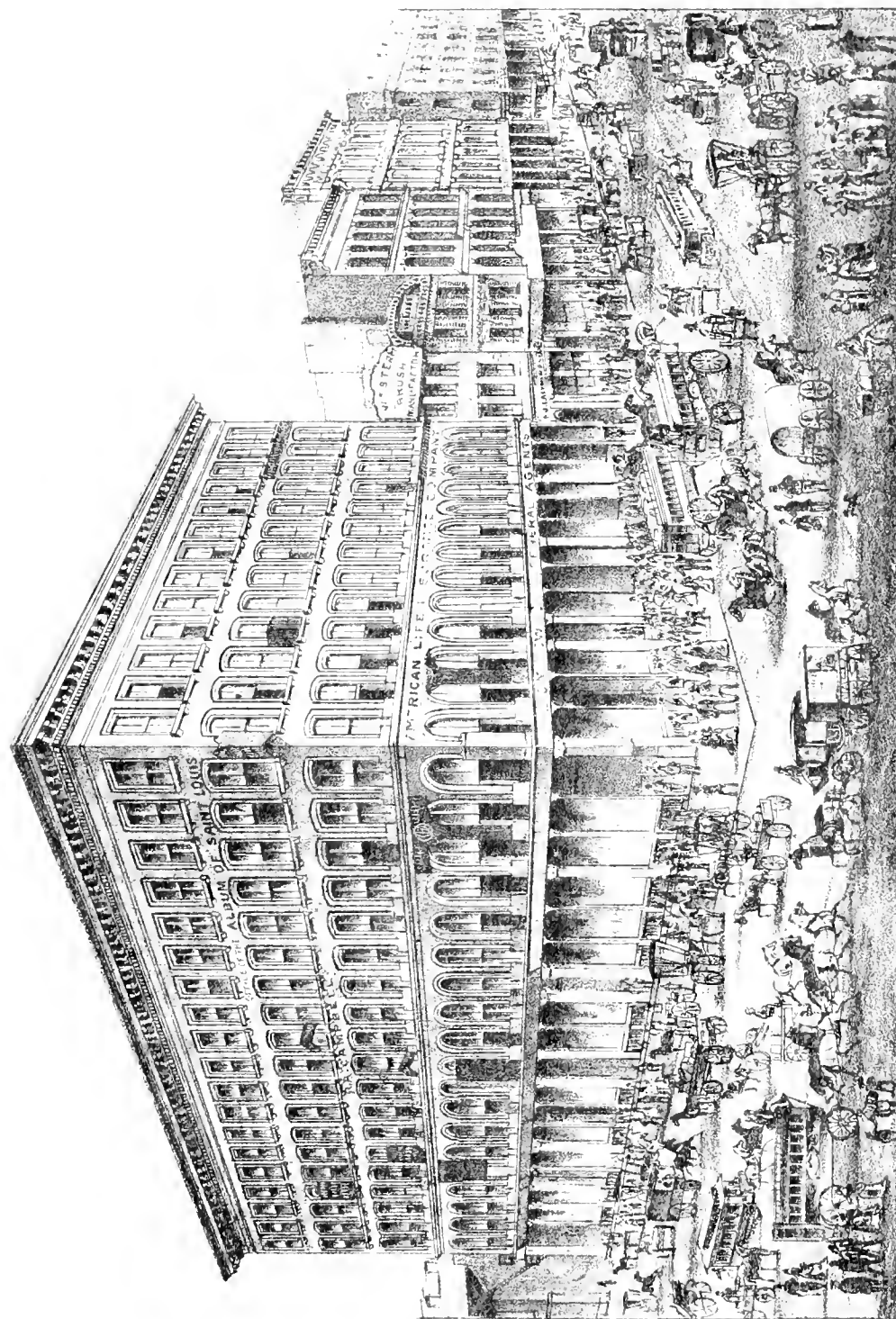
If the good lady spends all her husband's money in this palace of gold and diamonds, and then wishes to have his life insured so that there will be hope and help for the children, a single flight of steps will lead her up the office of the Covenant Mutual Life Insurance Company, an institution of untarnished reputation, where she will be waited upon by Mr. Alfred Carr, one of the most gentlemanly and popular insurance managers in Saint Louis.

On the north-east corner of Fourth and Locust is seen the immense establishment of the Goodyear Rubber Company, which occupies the whole building, and displays one of the largest stocks of this kind of goods to be found in America.

Coming down Fourth on the east side, we come to that long established and popular hotel, the Everett House. It is now under the proprietorship of Messrs. Dorr, Thatcher & Gray, with Mr. Watson—a born landlord—for chief clerk. They have had it thoroughly reconstructed and refurnished, and are reputed to give first-class entertainment at second-class prices.

Just south of the Everett is the old and well-known jewelry and watch-making establishment of Edward Mead & Co., a house whose reputation for keeping first-class goods, as well as for honorable dealing, is second to none in the city.





INSURANCE EXCHANGE.

OUR purpose in illustrating this fine building, or rather block, at the S.E. corner of Fifth and Olive, in which the ALBUM has its publication office, is to show the style of business edifices that are now erected in Saint Louis. Every city has its transitions in architectural development, from the rude log hut up to shingle palaces, and thence on through a wilderness of brick and mortar, until it finally comes to a beautiful combination of stone, iron, and glass. Saint Louis has a few remnants of the first stage, but the logs are hidden by clap-boards, and none but the old settlers or the initiated know where to find these relics of the last century. The second, or pine-shingle stage, is too abundantly illustrated in various parts of the city, and these scattered piles of kindling-wood are a sore vexation to the Chief of the Fire Department, and a terror to all insurance offices. Above these in safety, but not much in appearance, are the old-fashioned quadrangular enclosures of brick and mortar. Buildings of this character in the business parts of the city make little pretension to architectural display, but seem constructed simply to enclose space and furnish accommodations for merchants, manufacturers, and business men. In the upper portions of the city, brick, in its most perfect condition, is combined with iron and plate-glass to construct many elegant edifices for residence or business purposes. Of late, however, we have come to the stage, if not the age, of stone and iron.

The Insurance Exchange is a fair example of this tendency to improvement. The building is five stories high, built of Chicago limestone, in the Roman style of architecture, and was erected during the years 1869-70. Mr. G. I. Barnet was the architect. Besides six large stores and a bank on the ground floor, it contains sixty-seven large, well lighted and ventilated rooms on the different floors above. A hydraulic elevator is kept in constant motion during the day, conveying passengers from the sidewalk to each floor. The building being in the very heart of the city, it is always occupied by good tenants, including merchants, bankers, lawyers, insurance companies, agents, publishers, artists, and others who work in the human hive of city industries. Among those on the second floor is the American Life Insurance Company of Philadelphia, with A. R. & C. M. Newcomb as General Agents. This institution has a good reputation, and its interests are in the hands of gentlemanly and obliging managers. On the fourth floor we take pleasure in noticing the Publishing Office of Mr. R. A. Campbell, who, with the help of over three hundred prominent gentlemen of the State, has prepared and published an *Atlas* and a *Gazetteer of Missouri*, both of which are acknowledged to be the best works of the kind in the West.

Just south of the Exchange, on the east side of Fifth street, is the well-known Sales Room of F. J. Laitner & Sons, brush manufacturers. They have constantly on hand a large stock, embracing every variety and style.

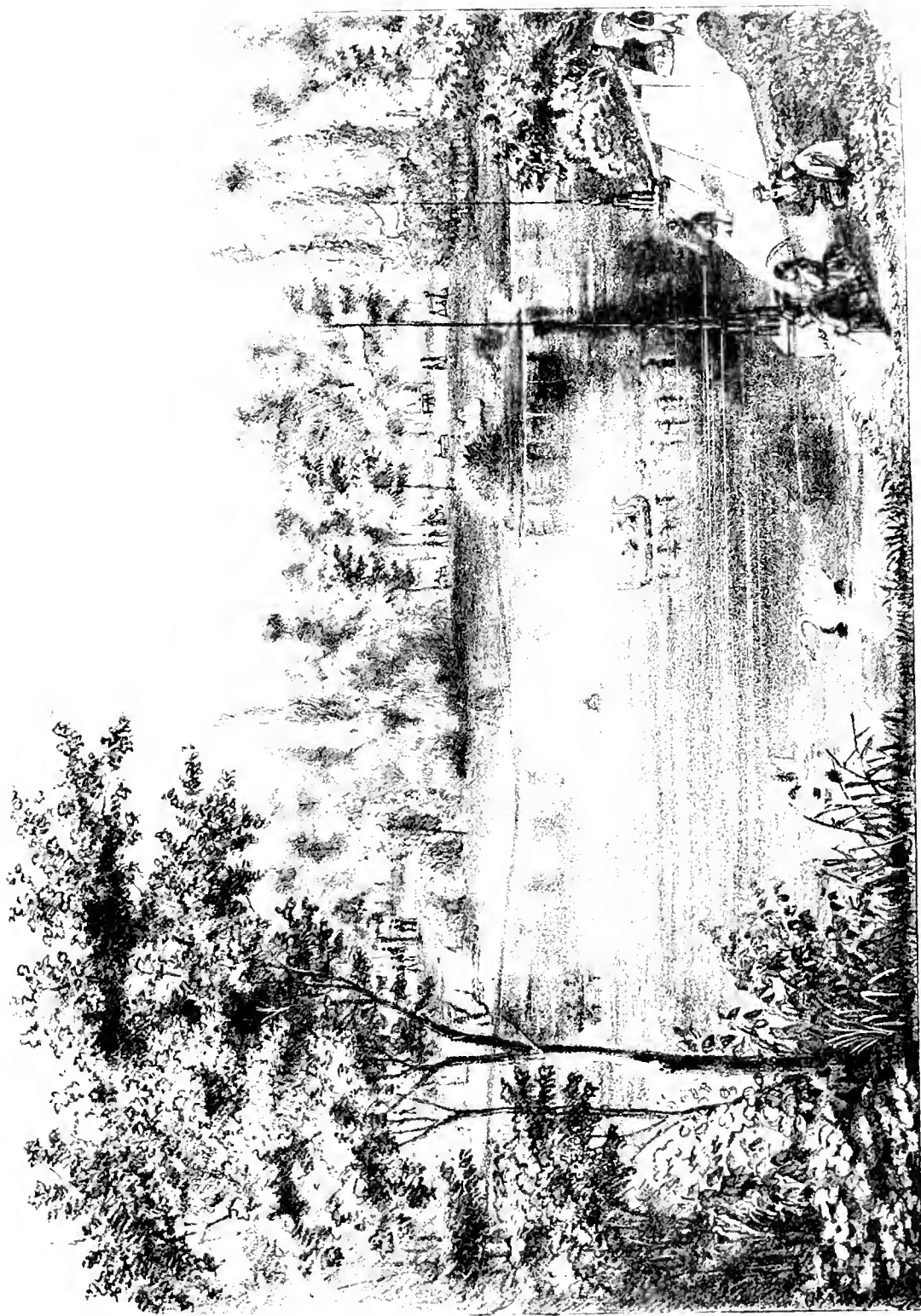
Below this, on the corner of Pine street, is the long established, reliable, and popular house of F. W. Humphreys & Co., extensive dealers in men's, boys' and children's clothing.

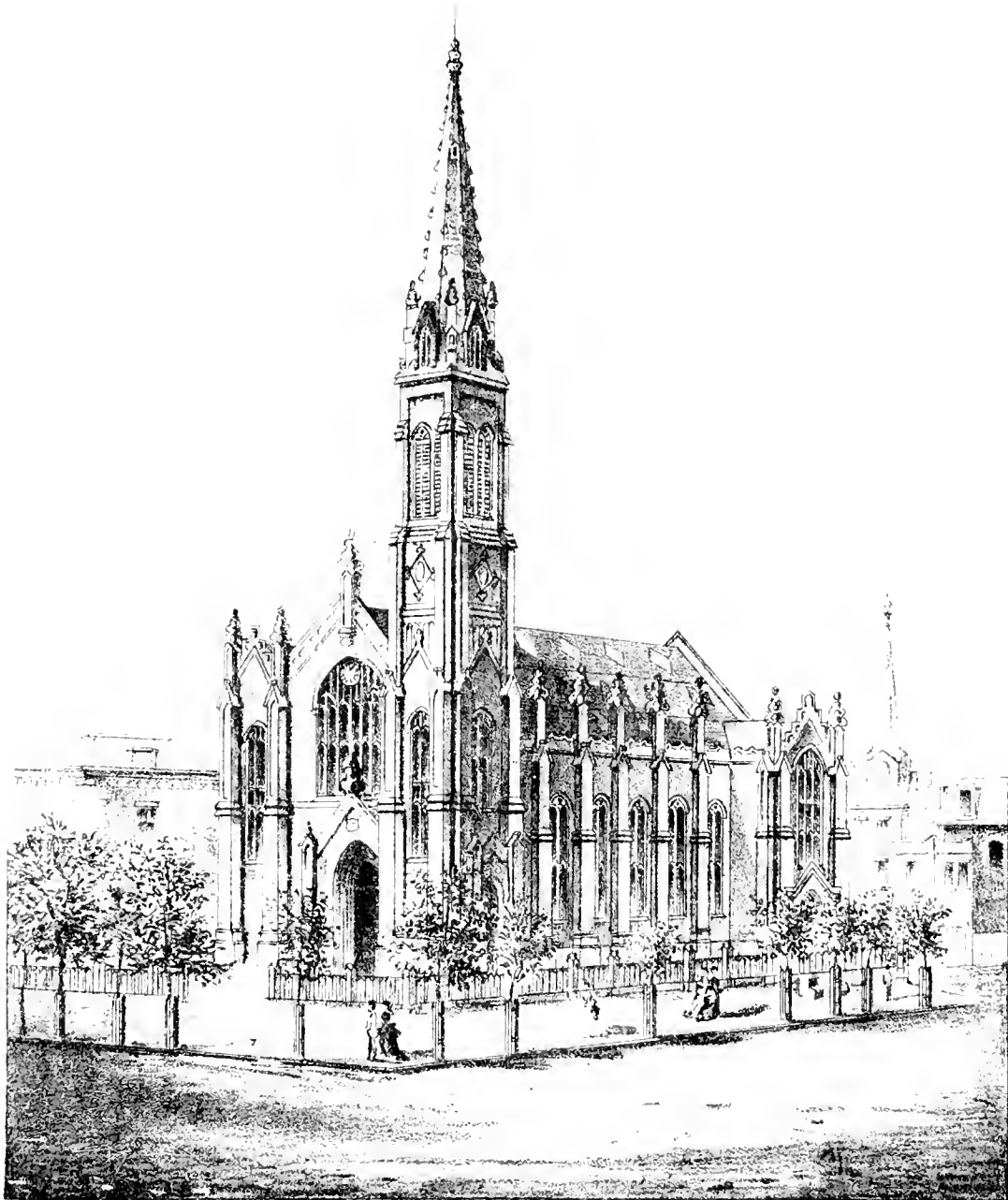
LAFAYETTE PARK.

NO CITY of its size has provided more generously for its people in public squares and parks than Saint Louis. They are so distributed that all sections of the city have near them some breathing-place, where, during the summer months, the visitors may be refreshed by the shade of trees, the sweet scent of flowers, the sight of green grass and the sound of waterfalls. Saint Louis has had a long, hard struggle to secure suitable places for breathing and exercise, not only for the present, but for the coming generations. Enterprises of this sort must always be achieved by those who subordinate the greed of gain to the love of the beautiful and the desire to promote public health and happiness. Then, too, most people have very limited notions about the future wants of a great and growing city, and think that posterity should take care of itself. It is a subject of present congratulation that the people have finally risen quite above these narrow-minded views, and have provided a system of public parks equal in extent to those of any city in America.

LAFAYETTE PARK, situated in the south-western part of the city, was one of the earlier enterprises of this sort, and its beautiful location and surroundings, together with the various and tasteful improvements bestowed, have made it the gem of all our suburban retreats. The park is not of great extent, embracing only about 30 acres, but the configuration of the surface and the variegated and beautiful scenery which it presents, make it a source of constant attraction during the Spring, Summer, and early Autumn months. Our illustration presents a view of the small lake in this really charming locality, where we see the clear, sparkling waters, constantly agitated by the splashing fountain, or broken into ripples by snowy swans as they dive or breast the wavelets, or into long, shimmering lances of light as the gaily-painted pleasure boats, filled with happy, frolicsome children, ply in all directions on their mimic voyages; groups of admiring spectators filling the broad marble steps which lead down to the water, or lounging on the rustic benches scattered conveniently on the grassy banks, overshadowed by the boughs of water-willow, silver-leaved poplar, and many other beautiful trees, make a scene which shrines itself pleasantly in the mirror of memory.

The intelligent Superintendent of these grounds has exhibited excellent taste and skill in the expenditure of the means placed at his disposal, and rendered the place a most charming retreat from the heat and dust and turmoil of a great city. Its neatly shorn sward, dotted here and there with parterres of gay flowers, its winding walks, its shady groves, its inviting summer-houses, its neat vine-clad cottage, its flocks of gentle birds, its fountains, its statuary, its crystal lake with wooded islet and mimic boats, and peopled with fish and water-fowl, all combine to surround the spot with peculiar attractions and make one love to linger in its sylvan shades.





FIRST PRESBYTERIAN CHURCH

THE FIRST PRESBYTERIAN CHURCH.

THIS was the first Protestant church organized in Saint Louis. From the 17th of December, 1763, when Pierre Laclede Lignest pitched his tent on the spot where Barnum's Hotel now stands, and called the site Saint Louis, in honor of Louis IX of France, until November 15, 1817, there was not a Protestant organization in the place. French Catholicism held undisputed sway. The Governor of the Territory, it is said, refused the Baptists permission to build a house of worship at some interior settlement, "but told them to go their way, and if they put no steeple on the house and rang no bell, he would never know where it was."

Rev. Salmon Giddings, in the Winter of 1815-16, had ridden on horseback from Hartford to Saint Louis, a distance of 1,200 miles, and having preached in different settlements, and organized a few churches, on the 15th of November, 1817, organized with ten members the First Presbyterian Church of Saint Louis. Services were held in the school-room where he taught during the week.

At a meeting held January 11, 1819, of which Thomas H. Benton was clerk, plans were devised and adopted for the erection of a Protestant house of worship. Led by the earnest and self-denying Giddings, this brave band of Protestants entered upon the accomplishment of this object: but it was not until June, 1825, that the edifice was completed and dedicated. Sacrifice and toil attended its erection. The cost was \$8,000. Among the donors was John Q. Adams, President of the United States, who gave \$25. The site was on 4th street, between Saint Charles and Washington Avenue. Its cost was \$327, and was sold for \$62,000.

Mr. Giddings was installed pastor, November 19, 1826, but died after fifteen months. Rev. Wm. S. Potts, whose memory is fragrant in the households of the old residents of the city, was pastor from October 26, 1828, to June 26, 1835. From July 23, 1835, until May, 1837, Rev. Wm. Wisner ministered to the church as his feeble health would allow. Rev. Artemas Bullard was called to the pastorate April 2d, 1838. His ministry was abundant in labors and fruit, his influence was felt throughout the State, until his brilliant career was suddenly terminated on earth by the memorable railroad disaster of November 1st, 1855. Rev. Henry A. Nelson, D.D., succeeded to the pastorate, and remained until the Spring of 1868, when he was elected to the chair of Pastoral Theology in Lane Seminary. The present pastor, Rev. Charles A. Dickey, D.D., was installed July 4th, 1869. This is not only the pioneer, but the Mother Church of Presbyterianism in the city. Colonies at various times have gone forth, and have grown into strong churches.

From this nucleus Presbyterianism has grown to be a power. It now numbers thirteen churches and 3,500 communicants.

But we must speak of this beautiful house of worship. Its site is most eligible. When first erected it stood almost alone, as if waiting for a church-going population to move westward from the river. The original house was on Fourth street, and Dr. Bullard on his first visit pronounced it as too far "*out of town*" to be a success. The present edifice is ten squares further west, and yet such has been the rapid development of the city westward, that it is now, with few exceptions, the most eastern church. The original cost was upwards of one hundred thousand dollars. Its dimensions are: 130 feet long, 84 feet wide, with tower rising gracefully 225 feet. It is pleasing, beautiful, and symmetrical. The interior did in no way compete with the light and graceful exterior. There was a dulness and barrenness that disappointed and repulsed one on entering.

In the summer of 1873, with commendable energy and liberality, the congregation entered upon the work of transformation, and with perfect success. Graceful galleries have been swung around the audience room; the choir has been transferred to a platform back of the pulpit; the ceiling has been brilliantly illuminated; new carpets, cushions, and all needed appointments have been supplied. Indeed, nothing superfluous added, and nothing essential to comfort and taste omitted. The crowning improvement is the new organ, which is built in the rear of the pulpit. It is encased in rich black walnut, with heavy gothic mouldings and brackets, in beautiful harmony with the general architectural design of the building. The towering pipes are illuminated in blue and gold, with a rich crimson relief. The appropriate tracery and designs in gold and delicate colors are pleasing to the eye. The panels supporting the flats bear the text:

"Let the people praise Thee, O God;
Yea, let all the people praise Thee."

The choir is composed of cultivated singers. On either side of the pulpit are memorial slabs, speaking in silent eloquence of Giddings and Bullard, the fruit of whose labors this prosperous congregation are gathering.

The transformation effected in the chapel and parlors has been more radical. The chapel, brought to the lower floor, has been thoroughly fitted up, and is both convenient and handsome; while the parlors and committee rooms are admirably adapted for social gatherings. The edifice thus remodelled, without exaggeration, combines in a remarkable degree the qualities of noble proportions, and chastely, beautiful and convenient arrangements.

The annual income from rentals is \$12,000. The membership is 450. The Sabbath-school, numbering 250, is admirably conducted by Mr. H. P. Wyman, assisted by competent teachers. The average increase under the ministrations of Dr. Dickey, has equalled the highest average during any previous pastorate.

- Dr. Dickey is a native of Virginia, educated at Washington College, Pa., and the United Presbyterian Seminary of Allegheny City. When called to Saint Louis he was pastor of the Fourth United Presbyterian Church of Allegheny City.

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